U.S. Department of the Interior
Bureau of Land Management
Spokane District, Spokane, Washington

Environmental Assessment Title Page

Environmental Assessment Number	Serial Number	Date of Report
OR-134-04-EA-006	WAOR 59649-01	September 24, 2004

BLM Resource Area: Wenatchee	**County:** Okanogan

Type of Action:

Free Use Permit (FU-W-478) to Mine Gravel from the Riverside Community Pit

Applicant's Name:	Applicant's Address:
State of Washington-Department of Transportation North Central Region Office	P.O. Box 98 Wenatchee, Washington 98801

Dates of Field Examinations:
8-6-2003, 11-19-2003 and 4-22-2004

Lands Involved

Township	Range	Meridian	Section	Subdivision	Acres
T. 35 N.	R. 26 E.	Willamette	3	NW¼SE¼	~10

Purpose of Report:

To determine the feasibility of granting a Free Use Permit to WSDOT for removal of gravel (100,000 cubic yards over a 10-year period) and temporary setup of crushing equipment and an asphalt batch plant (6 months).

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List of Attachments

Riverside Community Gravel Pit Free-Use Permit
to Washington State Department of Transportation
Environmental Assessment #OR134-FY04-EA-006

I. Introduction

A. Background Information

On July 14, 2003, the Bureau of Land Management (BLM), Wenatchee Field Office, received a letter from Jerry Roseburg, State of Washington Department of Transportation (WSDOT), North-Central Region,Wenatchee, Washington, requesting the use of an existing excavation/gravel pit (Riverside Community Pit) as a gravel source for an upcoming highway resurfacing project on State Highway 97 (SR-97). The WSDOT is requesting a free-use permit authorization to remove approximately 80,000 cubic yards of gravel from the site in T. 35 N., R. 26 E., Section 3, NW¼SE¼ (see map in Attachment 1). The proposal would also involve setup of a temporary rock crusher and an asphalt batch plant.

B. Need for the Proposal

The WSDOT has been intermittently removing mineral materials (gravel) from public lands managed by BLM in this section. The proposed action is to utilize the existing mineral material site and expansion area (totaling approximately 10 acres) to mine, crush, and stockpile gravel aggregate at the site. A temporary asphalt batch plant would also be located on the BLM lands. The material is needed for an SR-97 overlay project between Riverside and Tonasket, Washington, and for annual maintenance along SR-97 within the immediate vicinity. The crusher and asphalt batch plant would be temporary (6 months) during the life of the resurfacing project. The permit approval process requires an environmental assessment of the environmental effects of the proposal, which is the purpose of this document.

C. Conformance with BLM Land Use Plan

The Proposed Action is in conformance with the mineral materials program policy in the Final Spokane Resource Management Plan/EIS (August 1985, page 48).

D. Relationship to Existing Statutes and Regulations

Mineral material disposal is authorized by the Act of July 31, 1947 (Mineral Material Act) as amended and administered by BLM under the Federal Code of Regulations 43 CFR 3600. Appropriate permits pertaining to air and water quality will be obtained if required by the Washington State Department of Ecology (WADOE).

II. Description of Proposed Action and Other Alternatives

A. Alternative 1 – Applicant's Proposed Action

The proposed action is to issue a free-use permit (FU-W-478) to allow the Washington State Department of Transportation to mine sand and gravel from the Riverside Community Pit site. The gravel pit would be reactivated and expanded into Pleistocene outwash gravel deposits to encompass a 10-acre area of the pit. A temporary rock crusher and asphalt batch plant would be located onsite in association with the SR-97 road resurfacing portion of the project (6 months). All topsoil/overburden would be removed and stockpiled to be used in final reclamation and revegetation. Initial operations would be to mine gravels from the area between old SR-97 and the existing SR-97 with a front-end loader or bulldozer into a hopper or grizzly, which would feed the crusher. After the material is crushed, it would be put into stockpiles of either waste or crushed rock to be used in conjunction with the road resurfacing project.

Production estimates are for about 80,000 cubic yards of material for the SR-97 overlay project and about 2,000 cubic yards per year for a total production of 100,000 cubic yards over the 10-year permit term. After the initial production/crushing for the overlay project, operations would be sporadic, depending on material needed and road maintenance schedules. A long-term mine and interim reclamation plan and permit stipulations would be developed to assure that proper mining sequence, reclamation, and revegetation take place.

The Proposed Action would be subject to Project Design Features listed below, as well as the Stipulations listed in Attachment 2 to this environmental assessment.

Project Design Features (Alternative 1 – Applicant's Proposed Action):

Land and Soils: Sediment will be contained onsite through the use of Best Management Practices (BMP) such as berms, contouring, and limiting the area of disturbed ground. Upon completion of mining operations, the work area would be backfilled with waste rock screenings and strippings to re-establish ultimate contours and prevent erosion.

Contractors engaged in excavation and mineral processing will be required to submit a Temporary Erosion and Sediment Control Plan (TESC) with WSDOT prior to beginning operations at the site. The control plan will be site-specific, subject to review and approval by the WSDOT Project Engineer. As materials (sand and gravel) are depleted and grading to ultimate contours is complete, topsoil will be redistributed over disturbed areas and native seed blends applied to re-establish vegetation.

Air: The contractor will be responsible for obtaining any required air quality permits from the Washington State Department of Ecology and controlling emissions.

A water truck will be onsite spraying water to control dust on traffic areas within the pit site and surrounding access roads. The contractor will be responsible for securing a water source and any permits for withdrawal that may be necessary.

Water: Barriers will be constructed to prevent storm water from leaving the site. Best management practices will be followed to trap sediment and prevent it from leaving the site.

Any area that is disturbed in the excavation will be graded to minimize the channeling of storm water runoff.

Vegetation: After reclamation of the site, soils and overburden will be placed back on the reclaimed site and planted with native (grass) plant species.

Environmental Health (Hazardous Materials/Chemicals): The contractor will be required to design and implement a Spill Prevention Control and Countermeasures (SPCC) plan to control the use of pollutants. The SPCC plan will clearly identify spill sources and have developed plans to prevent environmental health hazards.

Noise: Construction equipment will be properly maintained, and work hours may be limited to reduce or control noise impacts.

Visual/Aesthetics: The excavated area will be graded and contoured in an irregular pattern to blend in with the surrounding natural terrain. Disturbed areas will be seeded, fertilized, and mulched to promote vegetative growth.

Cultural & Paleontological Resources: In the event that any cultural or paleontological materials are encountered during excavation and related activities, work will be halted and the BLM and the Office of Archaeological and Historic Preservation (OAHP) and affected tribes will be notified.

Safety: During construction, the project will be signed and flagged for the safety of the traveling public. For safety reasons, during times when mineral materials are being removed, public access will not be allowed in the gravel pit site.

Also, hunting will not be allowed in the immediate area of the gravel pit during times of mining, crushing, or asphalt operations.

Recreation: The site will be available for hunting in the fall.

B. Other Alternatives Considered and Analyzed

1) Alternative 2 - Purchase Sand and Gravel from Commercial Sources:
The Washington State Department of Transportation could obtain mineral materials from local commercial rock sources and haul to the SR-97 overlay and other related road maintenance projects.

Project Design Features (Purchase Sand & Gravel From Commercial Sources)
Mining on private land (disturbance of 3 acres or more) is overseen by the Washington Department of Natural Resources (WADNR). Since the gravel material would come from a private source, the BLM/WSDOT would not be involved with mitigation of that private site. The WADNR would be responsible for any stipulations/mitigation required for mining on private lands.

2) Alternative 3 - Mining of Sand and Gravel from another parcel (private lands, etc.):

The Washington State Department of Transportation could purchase sand and gravel from private landowners within the vicinity. The WSDOT would likely need to pay a royalty for the mineral materials.

Project Design Measures (Mining of Sand and Gravel from another parcel):
Regardless of land ownership (public or private), WSDOT would utilize the same types of project design features as outlined in the applicant's Proposed Action Alternative.

3) Alternative 4 - No Action Alternative:

No additional material would be removed from BLM-managed lands.

Project Design Measures (No Action)

- Some re-sloping and additional revegetation of a small borrow area would need to be completed by WSDOT.
- Permanent access closure, such as trench and berm, would need to be established to prohibit unauthorized dumping.
- There would need to be control of noxious weeds onsite (principally diffuse knapweed).

C. Other Alternatives Considered but not Analyzed

1) Proposed Action Without Asphalt Batch Plant:

Same as applicant's proposed alternative, but site the asphalt batch plant on private lands. Again the effects of the applicant's proposed action would be the same, except for environmental effects associated with the asphalt batch plant. There would be an added trucking portion to the proposal and added expense to transport the gravel from the BLM parcel to another parcel where the asphalt batch plant would be located. Regardless of the location of the asphalt batch plant, private or other public lands, the same environmental effects would occur (principally related to air quality and potential of surface water and soil contamination).

Therefore, since the environmental consequences are principally the same for locating the asphalt batch plant on either public or private lands, this alternative has been dropped from further consideration and will not be further analyzed.

III. Affected Environment

This section describes the proposed area of disturbance associated with the mineral material site as current conditions exist. The affected environment is described by resource value below.

A. Physical Environment

General Setting: The subject mineral material site is approximately 5 miles north of Riverside, Washington on the west side of State Highway 97 (SR-97)(see map in Attachment 1). The mineral material site is accessible from SR-97 at two locations, just before milepost 303 (old SR-97) and milepost 303.5 (left) onto an access road into the existing mineral material site. The site lies within the broad Okanogan Valley (melt-water channel of the Cordilleran Ice Sheet) between the Lime Belt Mountains to the west and the Okanogan River Valley and Okanogan Dome to the east. The material at the site is Pleistocene glacial terrace gravels associated with Cordilleran Ice Sheet outwash deposits.

Land: Locally, the gravels are overlain by a thin (less than one foot) veneer of loess (wind blown silts). The site is relatively flat with some undulating rolling hills except for the western portion of the BLM parcel which dips steeply in a westerly direction.

Soils: The Natural Resources Conservation Service (NRCS, formerly SCS: Soil Conservation Service) soil survey (1980) of Okanogan County indicates that soils in this area consist of deep excessively drained, gravelly loamy to loamy fine sands.

Air: Air quality is generally good within the vicinity of the gravel borrow site, although the site is adjacent to SR-97. Some minor blowing dirt/sand from previously disturbed areas may occur during storms (windy). There are periodic engine emissions from vehicle traffic along SR-97 that may have minor effects on air quality.

Water: The closest surface water is associated with Booher Lake, which is on private land about 0.5 mile southwest and topographically 200 feet vertically down gradient of the site. There is an intermittent drainage (flows into Booher Lake) about 0.25 miles west of the site. Water typically only flows in this drainage during storm events or early spring snow melt runoff. Groundwater occurs at some depth at the site.

Vegetation: Vegetation in this area is generally shrub-steppe. The dominant native species are bluebunch wheatgrass, needle and thread, big sagebrush and stiff sage. Because of past mining, grazing, and disturbance along the old highway right-of-way, some noxious weeds (principally cheatgrass and diffuse knapweed) are present. A field survey for special status plants, high quality plant communities, and ethnobotanical values was conducted on May 11, 2004. No sensitive, threatened or endangered plant species were inventoried, or are known to occur, within the entire 40-acre BLM parcel, which includes the 10-acre proposed disturbed area associated with mineral material development.

Wildlife: Wildlife within the vicinity may include mule deer, coyote, small mammals, chukar, grey partridge, raven, magpie, red-tailed hawk, northern harrier, kestrel and neotropical migrant birds such as western meadowlark, horned lark, and mountain bluebird. BLM records, the Washington Priority and Habitats and Species (PHS) database and GIS maps were reviewed and found only one sensitive species record for the area: a golden eagle territory about 0.7 mile west of the project site. The area surrounding the site supports large concentrations of mule deer during the winter, but the excavation/gravel pit does not provide suitable habitat. The disturbed nature of the site and its history of use make the local area unsuitable for shrub-steppe obligate wildlife. There are no records of federally listed wildlife and no suitable habitat for listed species.

Environmental Health (Hazardous Materials/Chemicals): There is no storage of fuels, hazardous materials, or chemicals on the subject application area. Areas on the BLM parcel contain discarded household garbage and several old appliances.

Noise: Typical noises at the site are sounds of nature and periodic traffic on SR-97.

Recreation: Recreation includes occasional hunting for uplands game birds and deer in the fall.

Visual/Aesthetics: The proposed mineral material site sits within the broad glaciated Okanogan Valley. From the site, views of the Lime Belt Mountains (west), Okanogan Dome (east) and Booher Lake to the southwest. The current mineral material site lies to the west of a slight rise (berm), so activity at the site is currently screened from SR-97.

Cultural Resources: The project area is within the former Columbia Reservation and the traditional territory of the Salish-speaking Southern Okanogan or "Sinkaietk" peoples. These groups shared a similar seasonal subsistence pattern characterized by temporary villages and reliance on fish, game, and edible plants and roots. Although the mineral site is primarily within the traditional territory of the Okanogan, certain resource gathering areas were thought to have been shared with other Salish-speaking groups, including the Colville, Nespelem and Sanpoil.

An intensive onsite cultural resource inventory was done on the area where Washington State Department of Transportation is proposing gravel excavation activity and related road resurfacing activities (crushing and asphalt batch plant). The inventory identified two trash scatters, but no eligible historic sites or significant cultural resources were identified.

B. Land Status

According to the BLM's master title plats, the surface and mineral estate are owned by the United States. There are no mining claims of record. Other than the SR-97 and utility right-of-ways, no other encumbrances are known to affect the subject property.

Primary Use of Subject Public Land: The primary land uses on the BLM parcel are open space, past removal of mineral materials for WSDOT maintenance projects, and wildlife

habitat. There are private residences scattered on private lands to the east and north, with the closest being about one mile from the site.

IV. **Environmental Consequences**

A. Environmental Effects of the Applicant's Proposed Action Alternative

Land: Approval of the Proposed Action Alternative would authorize removal of additional sand and gravel from the site (up to approximately 100,000 yards over a 10-year period).

Soils: Sediment erosion (either by wind or water erosion) may occur. Development would most likely result in some increased soil erosion. The sparse vegetative cover and topsoil/overburden would be removed prior to mining. During stripping and stockpiling, some soil erosion would likely occur.

Air: During construction, dust and equipment emissions associated with excavation, crushing, stockpiling, and hot mix asphalt production would increase. Dust would be generated during topsoil/overburden stripping, times of active equipment operation, and crushing of gravel (resurfacing project). There would also be some dust from dump truck traffic at the site when transporting material. Exhaust emitted from the crusher (diesel generator powering the crusher plant), excavation equipment, and haul trucks would cause temporary air pollutants. Particulate and emissions from the asphalt batch plant would also degrade air quality locally.

Water: Given the nature of the surrounding soils, the average rainfall in the area and retention of the existing berm between the site and SR-97, most storm water runoff is expected to either infiltrate directly into the soil or be contained within the site. No diversions of surface waters would occur for the proposal, and there would be no surface water discharges of any kind at the site. No groundwater would be withdrawn, and no waste of any kind would be discharged at the site. The closest surface water is Booher Lake, which is located 0.5 mile south-southwest of the site.

Vegetation: Vegetation would be removed during the mining operation when shallow soils are stripped to be utilized for future reclamation. After site reclamation, including reseeding with native vegetation, the disturbed areas would be revegetated.

Wildlife: Wildlife would be temporarily displaced during sand and gravel mining and resurfacing operations. Most reptiles, birds and mammals that use the site are transitory in nature, so gravel mining operations would have little impact on them during the permit period. During mineral removal and associated operations, there would be reduced forage for wildlife. However, after site reclamation that includes seeding with native grasses, there would be some increased forage.

Environmental Health (Hazardous Materials/Chemicals): Potential contaminants could be small spills of diesel fuel associated with refueling or lubricants associated with routine maintenance when equipment is onsite. Hot asphalt batch plant ingredients

would also be potential contaminants. It is possible, due to the construction equipment and asphalt batch plant in the area that hazardous materials could enter ground or surface waters. The development and implementation of a Spill Prevention Control and Countermeasures Plan would minimize the spill of any contaminants.

Noise: Elevated noise levels would occur due to use of the portable crusher and asphalt plant, ancillary equipment, such as front-end loaders and bulldozers, and haul trucks traveling to and from the site. The closest residence to the gravel pit is about one mile to the northwest, so noise from the mining operations would not likely be heard at the residence. Since the majority of gravel mining activity would occur in a pit below the present ground surface, noise from mining and operations would be buffered somewhat.

Recreation: The small size of the gravel pit and close proximity to SR-97 would have little, if any, effect on recreational uses, which would be predominately hunting. Larger tracts of BLM lands within Okanogan County would be open for public access and hunting.

Limiting access during active operations would not preclude the public from using BLM lands surrounding the active mining operations because there is public access from the old State Highway.

Visual/Aesthetics: The active mining and removal of vegetation and gravel from the parcel would change the aesthetics of the area, although a majority of the pit is screened by an earth berm paralleling SR-97.

Cultural & Paleontological Resources: The cultural resource inventory of the area of potential effect did not identify any sites potentially eligible for the National Register of Historic Places, nor did it identify any paleontological or significant cultural resources. The gravel excavation and related activities could result in discovery and possible damage of previously unidentified cultural resources. The project design feature to stop activities in the event of any discoveries would reduce the potential for impacts to cultural resources.

B. Environmental Effects of the Alternatives

1) Alternative 2 - Purchase Sand and Gravel from Commercial Sources:

The WSDOT could obtain mineral materials from local commercial rock sources and haul to the SR-97 overlay and other related road maintenance projects. Although no additional material would be taken from the existing Riverside Community Pit site, another mineral material site would have additional disturbance.

Within the Omak/Okanogan area market, it would likely cost several dollars per cubic yard for crushed rock used for the proposed road surfacing project. Typically, commercial dump truck operators charge between $75-$100/hourly rate, but may be lower in this rural area. An average dump truck and pup (trailer) or

belly dump truck can legally haul only 20-30 tons. Using the 30-ton haul rate, the project (60,000 tons) would require 2,000 truck trips, a substantial undertaking. It would be a longer haul distance from commercial sources, since the proposed location on BLM is situated about mid-way along the SR-97 resurfacing project. Purchasing crushed aggregate from commercial sources would add a substantial cost to the WSDOT project.

Regardless of mineral material site location, land disturbance would occur with mineral material pit development on private or other public managed lands (such as WA Dept. of Natural Resources-WADNR) associated with commercial rock sources. There would be many of the same effects as the applicant's proposed action: such as soil erosion; dust; emissions from mining equipment, asphalt batch plant and haul trucks; disturbance of vegetation; displacement of wildlife; noise; and disruption of the landscape (visual effects).

2) Alternative 3 - Mining of Sand and Gravel from another parcel (private lands, etc.):

WSDOT could purchase sand and gravel from private land owners within the vicinity. WSDOT would likely need to pay a royalty for the mineral materials.

Regardless of mineral material site location there would still be land disturbance associated with mineral material pit development on private or other public managed lands (WADNR) associated with commercial rock sources. There would be many of the same effects as the proposed action such as: soil erosion; dust; emissions from mining equipment, asphalt batch plant and haul trucks; disturbance of vegetation; displacement of wildlife; noise; and disruption of the landscape (visual effects).

Purchasing gravel from private or other another agency, such as the WADNR, would add a substantial cost to the WSDOT project.

3) Alternative 4 - No Action Alternative

If the No Action Alternative were selected, there would be no new additional disturbance or environmental impacts. Much of the disturbance associated with previous mining at the site has already been recontoured, naturally reclaimed, and revegetated.

C. Other Resource Elements Analyzed

Environmental Justice: No disproportionately high and adverse human health or environmental effects on minority or low-income populations are expected to result from implementation of any of the alternatives in this EA.

Critical Elements That Were Considered:

- Air quality
- Wild and scenic rivers

- Prime/unique farmlands
- Floodplain
- Wastes (Hazardous or Solid)
- Special area designations (including Areas of Critical Environmental Concern)
- Wilderness
- Invasive non-native species
- Adverse impacts to energy – None expected.

The above critical elements, if not addressed in this environmental assessment, do not have values within the project area.

Cumulative Impacts

Cumulative impacts include those impacts that would result from incremental effects of issuances of mineral material sales from the BLM parcel (40 acres) that has been designated as the Riverside Community Pit (T. 35 N., R. 26 E., Section 3, NW1/4SE1/4), when added to other past, present, and reasonable foreseeable future actions (mining operations).

Under Alternative 1, WSDOT would be issued a mineral material permit which covers only a portion (approx. 10 acres) of the entire BLM parcel.

Currently, there is disturbance from existing mining (a several acre area that will be expanded under Alternative 1) and an area that was historically mined that is now reclaimed.

Alternative 1, when combined with future mining within the Riverside Community Pit, would have some cumulative impacts. As more area is disturbed, there would be greater cumulative effects related to increased soil erosion, air quality, aesthesis, disruption of wildlife (forage and protective cover), and reduction of vegetation cover. Certainly, as more ground is disturbed, there would be increased likelihood that an unknown cultural/historical site may be disturbed.

Overall effects would be minimal, considering that BLM would require use of best management practices and mitigation measures by permittees to keep these cumulative effects to a minimum. Also, BLM would require interim or sequential reclamation and revegetation to minimize the overall area of surface disturbance associated with gravel mining.

Irreversible or Irretrievable Impacts

As with any gravel mining operation, whether proposed on BLM-managed public land

(Alternative 1), or on other public (such as state) or private lands (Alternatives 2 & 3), gravel resources will be removed (removal of resource); thus, there will be an irreversible effect to the landscape from removal of the gravel resource. This effect will be kept to a minimum after mining, by grading and contouring the disturbed area in an irregular pattern to blend with the existing surrounding natural terrain. Topsoil will be re-applied on the reclaimed site and planted with native plant species that are currently located onsite.

V. Review, Consultation and Coordination

A. Agencies and Organizations Consulted:

On January 15, 2004, notification letters concerning this project were sent to the Colville Confederated Tribes, State of Washington-Office of Archaeology and Historic Preservation (OAHP), and the Okanogan County Historical Society.

The letter to the Colville Confederated Tribes identified the area of potential effect and sought comments regarding sacred areas, traditional cultural properties, or other tribal interests that may be affected by the proposed aggregate removal. No concerns were received regarding this project from the Colville Confederated Tribes.

The State of Washington Office of Archaeology and Historic Preservation (OAHP) concurred (letter dated 8-27-2004) with the findings of the AHS cultural report (8-2004) that "No Historic Properties Affected" for the WSDOT free use permit area.

Okanogan County Historical Society response letter (dated 2-2-2004) indicated that they were not aware of any specific historical resources within the proposed gravel pit area.

B. Databases Consulted:

The following databases were utilized to review for known cultural resources and threatened and endangered (T&E) plant and animal species for the proposed project area:

- State of Washington-Department of Fish & Wildlife Priority Habitat and Species Database (Updated December 2002).
- State of Washington-Department of Natural Resources-Washington Natural Heritage Plant Database (Updated March 2003).
- State of Washington-Office of Archaeology and Historical Preservation Site Database (Updated February 2004)

C. Other Coordination & Consultation

BLM Representatives

Rich Bailey	- Spokane District Archaeologist
Pam Camp	- Spokane District Botanist
Brent Cunderla	- Wenatchee Resource Area Geologist
Jim Fisher	- Wenatchee Resource Area Manager
Neal Hedges	- Wenatchee Resource Area Wildlife Biologist
Kathy Helm	- Spokane District Environmental Coordinator
Kevin Kane	- Wenatchee Resource Area Botanist
Joe Kelly	- Spokane District Fisheries Biologist
Carolyn McAleer	- Wenatchee Resource Area Archaeologist

Others Individuals Consulted

Joseph Pakootas	- Colville Confederated Tribes, Colville Business Council
Camille Pleasants	- Colville Confederated Tribes, History
Joe Peone	- Colville Confederated Tribes, Wildlife
Jim Priest	- Colville Confederated Tribes, Wildlife
Gene Nicholson	- Colville Confederated Tribes, Natural Resources
Dr. Allyson Brooks	- State of WA-Office of Archaeology and Historic Preservation
Dr. Robert Whitlam	- State of WA-Office of Archaeology and Historic Preservation
Gero Mitschelen	- Okanogan County Historical Society
Stephen Emerson	- Archaeological & Historical Services (AHS), East. WA Univ.
Stan Gough	- Archaeological & Historical Services (AHS), East.WA Univ.
Claton Belmont	- State of WA-Department of Transportation, North-Central Region
Jerry Roseburg	- State of WA-Department of Transportation, North-Central Region
Farzan Farivar	- State of WA-Department of Transportation, North-Central Region
Terry Mattson	- State of WA-Department of Transportation, North-Central Region

The environmental assessment will be made available for public review and comment by posting on the Spokane BLM Internet website <www.or.blm.gov/spokane>, with a two-week comment period, to end October 15, 2004. A copy of the environmental assessment will be mailed to the Washington State Department of Transportation, the Okanogan County Planning Department and County Commissioners, and the Washington State Department of Ecology in Olympia. Copies of the EA will also be mailed by request.

VI. References

Belmont, C., 2004, *Determination of Non-significance and State Environmental Policy Act (SEPA) Environmental Checklist for WSDOT Pit Site U-39.* 13 pp.

Emerson, S. and Gough, S., 2004, *A Cultural Resources Survey of Pit Site U-39, Okanogan County, Washington.* Eastern Washington University Short Report DOT2004-18. Archaeological and Historical Services, Cheney. 21 pp.

Lenfesty, C.D., 1980, *Soil Survey of Okanogan County Area, Washington*. United States Department of Agriculture, Soil Conservation Service, in cooperation with the Washington State University Agricultural Research Center.